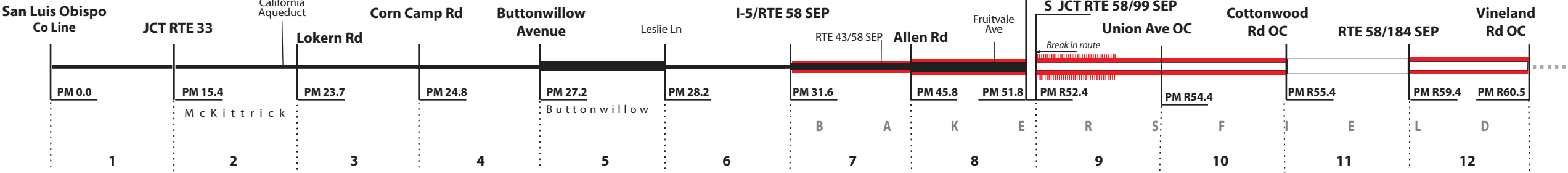
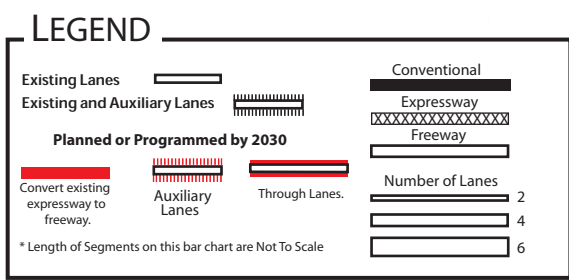




TRANSITION FROM WB RTE 58 TO EB RTE 58 VIA RTE 99

N JCT RTE 58/99/178 SEP

SUMMARY CHART 1-A



<p><b>Segment:</b> Is self-explanatory except for several data sets:</p> <p><b>Rural/Urban:</b> Indicates whether the segment is in a rural area or city limits.</p> <p><b>Terrain:</b> Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.</p> <p><b>ROW:</b> Portrays Right-of-Way (ROW) and geometric data in feet and meters.</p> <p><b>Shoulder Range:</b> Is a range of treated surface (8' standard), both inside and outside shoulders.</p> <p><b>Ultimate (UTC):</b> Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.</p> <p><b>Facility:</b> Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.</p> <p><b>LOS:</b> The current (2004) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.</p> <p><b>Deficiency:</b> Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.</p> <p><b>Directional Split:</b> Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).</p> <p><b>AADT:</b> Signifies Annual Average Daily Traffic.</p> <p><b>Peak Hour:</b> Indicates a representation of the maximum hour of traffic flow during the day.</p> <p><b>% Trucks:</b> Shows the percent of trucks for AADT and Peak Hour.</p> <p>* Concept Facility meets Concept LOS.</p> <p>** 2-lane conventional improvements, i.e., turn lanes, signals, passing lanes, etc</p> <p>+ Deficient - Concept facility does not meet Concept LOS.</p>	SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12
	County / Route	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58
	Description Begin	SAN LUIS OBISPO CO LINE	JCT RTE 33	LOKERN RD	CORN CAMP RD	0.1 MI W OF BUTTONWILLOW	LESLIE LANE	INTERSTATE 5/58 SEP	0.3 MI W OF ALLEN RD	S JCT RTE 99/58 SEP	UNION AVE OC	COTTONWOOD RD UC	RTE 58/184 SEP
	Description End	JCT RTE 33	LOKERN RD	CORN CAMP RD	0.1 MI W OF BUTTONWILLOW	LESLIE LANE	INTERSTATE 5/RTE58 SEP	0.3 MI W OF ALLEN RD	N JCT RTE 99/58/178 SEP	UNION AVE OC	COTTONWOOD RD UC	RTE 58/184 SEP	VINELAND RD OC
	Postmile Limits Begin/End	0.0 / 15.4	15.4 / 23.7	23.7 / 24.8	24.8 / 27.2	27.2 / 28.2	28.2 / 31.6	31.6 / 45.8	45.8 / 51.8	R 52.4 / R 54.4	R 54.4 / R 55.4	R 55.4 / R 59.4	R 59.4 / R 60.5
	Kilopost Limits Begin/End	0.0 KP / 24.8 KP	24.8 KP / 38.1 KP	38.1 KP / 39.9 KP	39.9 KP / 43.8 KP	43.8 KP / 45.4 KP	45.4 KP / 50.9 KP	50.9 KP / 73.7 KP	73.7 KP / 83.4 KP	84.3 KP / 87.5 KP	87.5 KP / 89.2 KP	89.2 KP / 95.6 KP	95.6 KP / 97.4 KP
	Length (MI/KM)	15.4 MI / 24.8 KM	8.3 MI / 13.4 KM	1.1 MI / 1.8 KM	2.4 MI / 3.9 KM	1.0 MI / 1.6 KM	3.4 MI / 5.5 KM	14.2 MI / 22.9 KM	6.0 MI / 9.7 KM	2.0 MI / 3.2 KM	1.0 MI / 1.6 KM	4.0 MI / 6.4 KM	1.1 MI / 1.8 KM
	Rural / Urban	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	URBAN	URBAN	URBAN	URBAN	URBAN
	Terrain	MTNS	ROLLING	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
	ROW: Range Existing (FT)	60.0 / 60.0 FT	60.0 / 60.0 FT	60.0 / 110.0 FT	60.0 / 146.0 FT	80.0 / 85.0 FT	60.0 / 110.0 FT	60.0 / 100.0 FT	110.0 / 110.0 FT	240.0 / 240.0 FT	240.0 / 240.0 FT	240.0 / 240.0 FT	240.0 / 240.0 FT
	ROW: Range Existing (M)	18.3 / 18.3 M	18.3 / 18.3 M	18.3 / 33.5 M	18.3 / 44.5 M	24.4 / 25.9 M	18.3 / 33.5 M	18.3 / 30.5 M	33.5 / 33.5 M	73.2 / 73.2 M	73.2 / 73.2 M	73.2 / 73.2 M	73.2 / 73.2 M
	Median Range (FT)	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	24.0 / 24.0 FT	60.0 / 84.0 FT	84.0 / 84.0 FT	60.0 / 60.0 FT	60.0 / 70.0 FT
	Median Range (M)	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	7.3 / 7.3 M	18.3 / 25.6 M	25.6 / 25.6 M	18.3 / 18.3 M	18.3 / 21.3 M
	Shoulder Range (FT)	0.0 / 0.0 FT	2.0 / 2.0 FT	4.0 / 4.0 FT	8.0 / 8.0 FT	6.0 / 8.0 FT	6.0 / 8.0 FT	2.0 / 8.0 FT	8.0 / 10.0 FT	10.0 / 10.0 FT	10.0 / 10.0 FT	10.0 / 10.0 FT	10.0 / 10.0 FT
	Shoulder Range (M)	0.0 / 0.0 M	0.6 / 0.6 M	1.2 / 1.2 M	2.4 / 2.4 M	1.8 / 2.4 M	1.8 / 2.4 M	0.6 / 2.4 M	2.4 / 3.0 M	3.0 / 3.0 M	3.0 / 3.0 M	3.0 / 3.0 M	3.0 / 3.0 M
	Lane Width (FT/M)	9.0 FT / 2.7 M	10.0 FT / 3.0 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
	Ultimate ROW (FT/M)	60 FT / 18.3 M	110 FT / 33.5 M	110 FT / 33.5 M	146 FT / 44.5 M	110 FT / 33.5 M	146 FT / 44.5 M	110 FT / 33.5 M	134 FT / 40.8 M	240 FT / 73.2 M	240 FT / 73.2 M	240 FT / 73.2 M	240 FT / 73.2 M
	Facility: Existing	2C	2C	2C	2C	4C	2C	2C	4C	4F	4F	6F	4F
	2030 Concept	2C(I)**	2C(I)**	2C(I)**	2C(I)**	4C	2C(I)**	4C	6C	6F+AUX	6F	6F	6F
	UTC	2C(I)**	2C(I)**	2C(I)**	4C	4C	4F	4F	8F	6F+AUX	8F	8F	8F
	LOS: 2004	B	B	B	C	A	D	D	F	F	E	C	C
	2015 / 2030	C / C	B / C	B / C	C / D	A / B	D / E	D / E	F / F	F / F	F / F	E / F	F / F
	2030 Concept	C	C	C	C	C	C	D	D	D	D	D	D
	Deficiency/Year Deficient	N/A	N/A	N/A	2030	N/A	2004	2030	2004	2004	2004	2015	2015
	Project in STIP/RTP (Y/N)	NO	YES	YES	YES	NO	YES	YES	YES	YES	NO	NO	NO
	LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A	N/A	B*	F+	F +	F+	N/A*	E+
	Directional Split (Peak Hour)	52/48	52/48	57/43	60/40	59/41	56/44	55/45	53/47	52/48	54/46	54/46	54/46
	AADT: 2004	300	800	3,500	4,700	5,600	7,400	11,400	38,400	76,000	71,000	70,800	27,500
	2015 / 2030	600 / 1,000	1,100 / 1,600	4,400 / 5,500	6,000 / 7,800	7,400 / 9,900	10,900 / 15,900	14,700 / 19,200	46,500 / 56,100	95,000 / 118,600	90,900 / 117,200	94,200 / 125,300	39,300 / 56,100
	Peak Hour: 2004	50	170	530	700	1,000	1,110	1,140	2,110	4,180	3,900	4,250	2,900
	2015 / 2030	90 / 170	240 / 350	660 / 830	900 / 1,160	1,330 / 1,770	1,630 / 2,390	1,470 / 1,920	2,550 / 3,080	5,230 / 6,520	4,990 / 6,440	5,650 / 7,520	4,150 / 5,920
	% Trucks: AADT / Peak Hour	50 / 42 %	50 / 42 %	44 / 37 %	40 / 35 %	40 / 32 %	37 / 30 %	34 / 37 %	27 / 7 %	18 / 15 %	18 / 15 %	22 / 17 %	33 / 25 %



TRANSITION FROM WB RTE 58 TO EB RTE 58 VIA RTE 99

N JCT RTE 58/99/178 SEP

SUMMARY CHART 1-B

LEGEND

Existing Lanes

Existing and Auxiliary Lanes

Planned or Programmed by 2030

Convert existing expressway to freeway.

\* Length of Segments on this bar chart are Not To Scale

Conventional

Expressway

Freeway

Number of Lanes

2

4

6

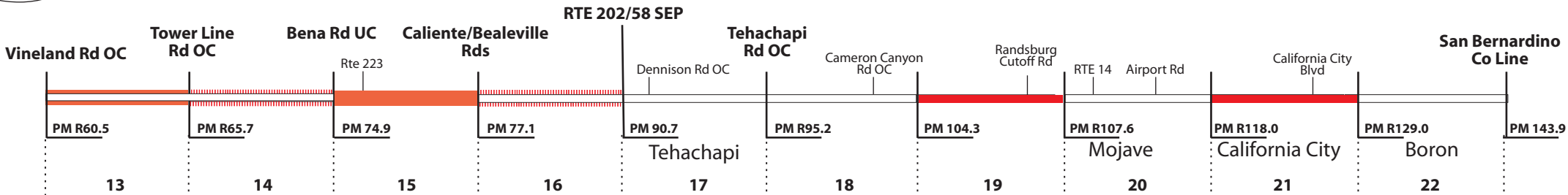
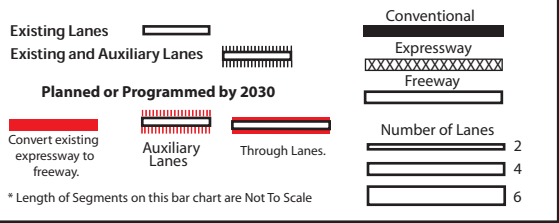
Auxiliary Lanes

Through Lanes.

<p><b>Segment:</b> Is self-explanatory except for several data sets:</p> <p><b>Functional Classification:</b> A process by which streets and highways are grouped into or classification systems.</p> <p><b>NHS (National Highway System):</b> Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.</p> <p><b>Freeway/Expressway System:</b> The Statewide system of highways declared to be essential to the future development of California.</p> <p><b>Regionally Significant:</b> Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.</p> <p><b>STRAHNET:</b> A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.</p> <p><b>Lifeline:</b> A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.</p> <p><b>IRRS (Interregional Road System):</b> A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.</p> <p><b>STAA (Surface Transportation Assistance Act):</b> This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i.e., California Legal offer more limited access.</p> <p><b>Scenic:</b> : A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.</p> <p><b>ICES (Intermodal Corridor of Economic Significance):</b> Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.</p> <p><b>Biological/Historical Resource Sensitivity:</b> Indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.</p>	San Luis Obispo Co Line	JCT RTE 33	Lokern Rd	Corn Camp Rd	Buttonwillow Avenue	Leslie Ln	I-5/RTE 58 SEP	RTE 43/58 SEP	Allen Rd	Fruitvale Ave	S JCT RTE 58/99 SEP	Cottonwood Rd OC	RTE 58/184 SEP	Vineland Rd OC
	PM 0.0	PM 15.4	PM 23.7	PM 24.8	PM 27.2	PM 28.2	PM 31.6	PM 45.8	PM 51.8	PM R52.4	PM R54.4	PM R55.4	PM R59.4	PM R60.5
	1	2	3	4	5	6	7	8	9	10	11	12		
	SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12	
	County / Route	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58
	Description Begin	SAN LUIS OBISPO CO LINE	JCT RTE 33	LOKERN RD	CORN CAMP RD	0.1 MI W OF BUTTONWILLOW	LESLIE LANE	INTERSTATE 5/58 SEP	0.3 MI W OF ALLEN RD	S JCT RTE 99/58 SEP	UNION AVE OC	COTTONWOOD RD UC	RTE 58/184 SEP	RTE 58/184 SEP
	Description End	JCT RTE 33	LOKERN RD	CORN CAMP RD	0.1 MI W OF BUTTONWILLOW	LESLIE LANE	INTERSTATE 5/RTE58 SEP	0.3 MI W OF ALLEN RD	N JCT RTE 99/58/178 SEP	UNION AVE OC	COTTONWOOD RD UC	RTE 58/184 SEP	VINELAND RD OC	VINELAND RD OC
	Postmile Limits Begin/End	0.0 / 15.4	15.4 / 23.7	23.7 / 24.8	24.8 / 27.2	27.2 / 28.2	28.2 / 31.6	31.6 / 45.8	45.8 / 51.8	R52.4 / R54.4	R54.4 / R55.4	R55.4 / R59.4	R59.4 / R60.5	R59.4 / R60.5
	Kilopost Limits Begin/End	0.0 KP / 24.8 KP	24.8 KP / 38.1 KP	38.1 KP / 39.9 KP	39.9 KP / 43.8 KP	43.8 KP / 45.4 KP	45.4 KP / 50.9 KP	50.9 KP / 73.7 KP	73.7 KP / 83.4 KP	84.3 KP / 87.5 KP	87.5 KP / 89.2 KP	89.2 KP / 95.6 KP	95.6 KP / 97.4 KP	95.6 KP / 97.4 KP
	Length (MI/KM)	15.4 MI / 24.8 KM	8.3 MI / 13.4 KM	1.1 MI / 1.8 KM	2.4 MI / 3.9 KM	1.0 MI / 1.6 KM	3.4 MI / 5.5 KM	14.2 MI / 22.9 KM	6.0 MI / 9.7 KM	2.0 MI / 3.2 KM	1.0 MI / 1.6 KM	4.0 MI / 6.4 KM	1.1 MI / 1.8 KM	1.1 MI / 1.8 KM
	Functional Classification	Major Arterial	Major Arterial	Major Arterial	Major Arterial	Major Arterial	Major Arterial	Major Arterial	Major Arterial	Principal Arterial in urban area (P1M)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)
	National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	YES	YES	YES	YES	YES	YES	YES
	Freeway/Expressway System (Y/N)	NO	NO	NO	NO	NO	NO	YES	YES	YES	YES	YES	YES	YES
	Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
	STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	YES	YES	YES	YES	YES
	Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	NO	NO	NO	NO	NO	NO	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G
	Scenic (Yes: OD=Officially Designated, E=Eligible) or No ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	YES	YES	YES	YES	YES
	General Plan/RTP LOS Standard	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System
	General Plan/RTP Standard Highway Classification	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY
	Bike Use Allowed (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	NO	NO	NO	NO	NO
	Biological Resource Sensitivity (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Historical Resources Present (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO



LEGEND



**Segment:** Is self-explanatory except for several data sets:

**Rural/Urban:** Indicates whether the segment is in a rural area or city limits.

**Terrain:** Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

**ROW:** Portrays Right-of-Way (ROW) and geometric data in feet and meters.

**Shoulder Range:** Is a range of treated surface (8' standard), both inside and outside shoulders.

**Ultimate (UTC):** Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

**Facility:** Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

**LOS:** The current (2004) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

**Deficiency:** Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

**Directional Split:** Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

**AADT:** Signifies Annual Average Daily Traffic.

**Peak Hour:** Indicates a representation of the maximum hour of traffic flow during the day.

**% Trucks:** Shows the percent of trucks for AADT and Peak Hour.

\* Concept Facility meets the Concept LOS

\*\* 2-lane conventional improvements, i.e., turn lanes, signals, passing lanes, etc

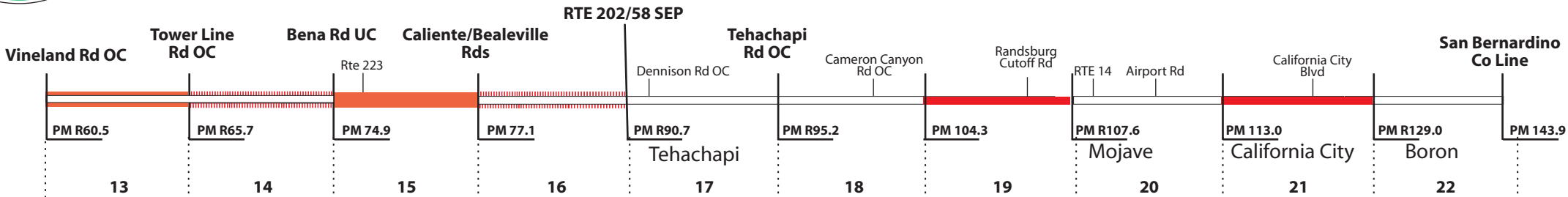
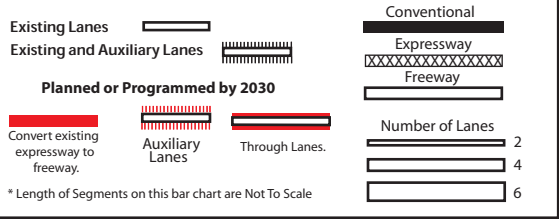
+ Deficient - Concept facility does not meet Concept LOS.

99P^ Median width 100 feet or greater, with or without variance.

SEGMENT	13	14	15	16	17	18	19	20	21	22
County / Route	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58
Description Begin	VINELAND RD OC	TOWER LINE RD OC	0.7 MI E OF BENA RD UC	CALIENTE/BEALEVILLE RDS	RTE 202/58 SEP	TEHACHAPI RD OC	2.7 MI E OF CAMERON CANYON RD OC	4 MI W OF NORTH JCT RTE 14	4.2 MI E. OF AIRPORT RD	1.4 MI E OF CALIFORNIA CITY BLVD
Description End	TOWER LINE RD OC	0.7 MI E OF BENA RD UC	CALIENTE/BEALEVILLE RDS	RTE 202/58 SEP	TEHACHAPI RD OC	2.7 MI E OF CAMERON CANYON RD OC	4 MI W OF NORTH JCT RTE 14	4.2 MI E OF AIRPORT RD	1.4 MI E OF CALIFORNIA CITY BLVD	SAN BERNARDINO CO LINE
Postmile Limits Begin/End	R 60.5 / R 65.7	R 65.7 / 74.9	74.9 / 77.1	77.1 / R 90.7	R 90.7 / R 95.2	R 95.2 / 104.3	104.3 / R 107.6	R 107.6 / R 118.0	R 118.0 / R 129.0	R 129.0 / R 143.9
Kilopost Limits Begin/End	97.4 KP / 105.7 KP	105.7 KP / 120.5 KP	120.5 KP / 124.1 KP	124.1 KP / 146.0 KP	146.0 KP / 153.2 KP	153.2 KP / 167.8 KP	167.8 KP / 173.2 KP	173.2 KP / 189.9 KP	189.9 KP / 207.6 KP	207.6 KP / 231.6 KP
Length (MI/KM)	5.2 MI / 8.4 KM	9.2 MI / 14.8 KM	2.2 MI / 3.5 KM	13.6 MI / 21.9 KM	4.5 MI / 7.2 KM	9.1 MI / 14.6 KM	3.3 MI / 5.3 KM	10.4 MI / 16.7 KM	11.0 MI / 17.7 KM	14.9 MI / 24.0 KM
Rural / Urban	RURAL	RURAL	RURAL	RURAL	URBAN	RURAL	RURAL	RURAL	RURAL	RURAL
Terrain	LEVEL	MTNS	MTNS	MTNS	ROLLING	ROLLING	LEVEL	LEVEL	LEVEL	LEVEL
ROW: Range Existing (FT)	214.0 / 214.0 FT	200.0 / 200.0 FT	200.0 / 200.0 FT	225.0 / 225.0 FT	200.0 / 200.0 FT	190.0 / 194.0 FT	200.0 / 200.0 FT	200.0 / 200.0 FT	300.0 / 300.0 FT	300.0 / 300.0 FT
ROW: Range Existing (M)	65.2 / 65.2 M	61.0 / 61.0 M	61.0 / 61.0 M	68.6 / 68.6 M	61.0 / 61.0 M	57.9 / 59.1 M	61.0 / 61.0 M	61.0 / 61.0 M	91.4 / 91.4 M	91.4 / 91.4 M
Median Range (FT)	70.0 / 70.0 FT	16.0 / 36.0 FT	16.0 / 22.0 FT	16.0 / 22.0 FT	46.0 / 46.0 FT	10.0 / 46.0 FT	10.0 / 22.0 FT	12.0 / 22.0 FT	14.0 / 99P^ FT	99P^ / 99P^ FT
Median Range (M)	21.3 / 21.3 M	4.9 / 11.0 M	4.9 / 6.7 M	4.9 / 6.7 M	14.0 / 14.0 M	3.0 / 14.0 M	3.0 / 6.7 M	3.7 / 6.7 M	4.3 / 30.2 M	30.2 / 30.2 M
Shoulder Range (FT)	10.0 / 10.0 FT	10.0 / 10.0 FT	10.0 / 10.0 FT	10.0 / 10.0 FT	10.0 / 10.0 FT	4.0 / 10.0 FT	4.0 / 8.0 FT	4.0 / 8.0 FT	8.0 / 10.0 FT	8.0 / 10.0 FT
Shoulder Range (M)	3.0 / 3.0 M	3.0 / 3.0 M	3.0 / 3.0 M	3.0 / 3.0 M	3.0 / 3.0 M	1.2 / 3.0 M	1.2 / 2.4 M	1.2 / 2.4 M	2.4 / 3.0 M	2.4 / 3.0 M
Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	214 FT / 65.2 M	200 FT / 61.0 M	200 FT / 61.0 M	225 FT / 68.6 M	200 FT / 61.0 M	194 FT / 59.1 M	200 FT / 61.0 M	200 FT / 61.0 M	300 FT / 91.4 M	300 FT / 91.4 M
Facility: Existing	4F	4F	4E	4F	4F	4F	4E	4F	4E	4F
2030 Concept	6F	4F+AUX	6F	4F+AUX	4F	4F	4F	4F	4F	4F
UTC	6F	6F+AUX	6F	6F+AUX	6F	6F	6F	6F	6F	6F
LOS: 2004	B	B	B	C	B	B	A	A	A	A
2015 / 2030	C / F	E / F	F / F	F / F	D / F	C / E	A / A	B / C	A / B	A / B
2030 Concept	C	C	C	C	C	C	C	C	C	C
Deficiency/Year Deficient	2030	2015	2015	2015	2015	2030	N/A	N/A	N/A	N/A
Project in STIP/RTP (Y/N)	NO	YES	YES	YES	YES	NO	NO	NO	YES	YES
LOS W/ Concept Improvement	D+	E+	F+	F+	N/A	N/A	A*	N/A	B*	N/A
Directional Split (Peak Hour)	54/46	54/46	54/46	54/46	54/46	54/46	54/46	57/43	57/43	57/43
AADT: 2004	22,900	19,500	20,400	20,700	18,900	18,100	17,800	13,400	19,100	14,200
2015 / 2030	43,100 / 80,600	36,900 / 69,600	37,900 / 70,600	39,100 / 74,100	31,200 / 51,400	29,500 / 48,300	19,900 / 22,400	18,000 / 24,100	26,400 / 36,500	19,700 / 27,700
Peak Hour: 2004	1,240	1,050	1,100	1,490	1,470	1,300	1,280	1,210	1,260	850
2015 / 2030	2,330 / 4,360	1,980 / 3,750	2,050 / 3,810	2,820 / 5,330	2,430 / 4,000	2,120 / 3,470	1,430 / 1,610	1,620 / 2,180	1,740 / 2,410	1,180 / 1,660
% Trucks: AADT / Peak Hour	33 / 25 %	33 / 25 %	39 / 30 %	30 / 30 %	39 / 30 %	39 / 30 %	39 / 30 %	38 / 30 %	40 / 30 %	40 / 30 %



LEGEND



**Segment:** Is self-explanatory except for several data sets:

**Functional Classification:** A process by which streets and highways are grouped into or classification systems.

**NHS (National Highway System):** Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

**Freeway/Expressway System:** The Statewide system of highways declared to be essential to the future development of California.

**Regionally Significant:** Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

**STRAHNET:** A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

**Lifeline:** A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

**IRRS (Interregional Road System):** A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

**STAA (Surface Transportation Assistance Act):** This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accomodate STAA trucks. Other designations i.e., California Legal offer more limited access.

**Scenic:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

**ICES (Intermodal Corridor of Economic Significance):** Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

**Biological/Historical Resource Sensitivity:** Indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

SEGMENT	13	14	15	16	17	18	19	20	21	22
County / Route	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58	KERN / 58
Description Begin	VINELAND RD OC	TOWER LINE RD OC	0.7 MI E OF BENA RD UC	CALIENTE/BEALEVILLE RDS	RTE 202/58 SEP	TEHACHAPI RD OC	2.7 MI E OF CAMERON CANYON RD OC	4 MI W OF NORTH JCT RTE 14	4.2 MI E. OF AIRPORT RD	1.4 MI E OF CALIFORNIA CITY BLVD
Description End	TOWER LINE RD OC	0.7 MI E OF BENA RD UC	CALIENTE/BEALEVILLE RDS	RTE 202/58 SEP	TEHACHAPI RD OC	2.7 MI E OF CAMERON CANYON RD OC	4 MI W OF NORTH JCT RTE 14	4.2 MI E OF AIRPORT RD	1.4 MI E OF CALIFORNIA CITY BLVD	SAN BERNARDINO CO LINE
Postmile Limits Begin/End	R60.5 / R65.7	R65.7 / 74.9	74.9 / 77.1	77.1 / R90.7	R90.7 / R95.2	R95.2 / 104.3	104.3 / R107.6	R107.6 / R118.0	R118.0 / R129.0	129.0 / 143.9
Kilopost Limits Begin/End	97.4 KP / 105.7 KP	105.7 KP / 120.5 KP	120.5 KP / 124.1 KP	124.1 KP / 146.0 KP	146.0 KP / 153.2 KP	153.2 KP / 167.8 KP	167.8 KP / 173.2 KP	173.2 KP / 189.9 KP	189.9 KP / 207.6 KP	207.6 KP / 231.6 KP
Length (MI/KM)	5.2 MI / 8.4 KM	9.2 MI / 14.8 KM	2.2 MI / 3.5 KM	13.6 MI / 21.9 KM	4.5 MI / 7.2 KM	9.1 MI / 14.6 KM	3.3 MI / 5.3 KM	10.4 MI / 16.7 KM	11.0 MI / 17.7 KM	14.9 MI / 24.0 KM
Functional Classification	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial
National Highway System (NHS) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G	HE,F,G
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	NN	NN	NN	NN	NN	NN	NN	NN	NN	NN
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	NO	NO	NO	Eligible	Eligible
ICES (Intermodal Corridor of Economic Significance) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
General Plan/RTP LOS Standard	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System	Kern County LOS D for CMP and RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY	FREEWAY
Bike Use Allowed (Y/N)	NO	NO	YES	YES	YES	YES	YES	NO	YES	YES
Biological Resource Sensitivity (Y/N)	NO	YES	YES	NO	YES	NO	NO	YES	YES	YES
Historical Resources Present (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO